

# ARMY AND NAVY CHRONICLE.

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[WHOLE No. 285.]

## Communications.

### TELEGRAPH SCIENCE.

Of all the ingenious inventions for transmitting intelligence, none exceeds in simplicity, and none equals in rapidity, the TELEGRAPHIC SYSTEM, one of the greatest improvements of modern times. Every one of us hears and reads of news by the telegraph, from day to day, without ever considering, much less understanding, any thing of the principles of this mode of communicating intelligence. In the infancy of this science, the process of making communications was by spelling the words, each sign denoting a letter of the alphabet; but modern ingenuity has introduced dictionaries or vocabularies, by which words, phrases, and sentences can be communicated at once, by being arranged alphabetically, and having opposite to each word, phrase, or sentence, a corresponding numeral affixed thereto.

The word telegraph appears to be derived from two Greek words: "*tele*," at a distance, and "*grapho*," to write, or indicate by signs; as telescope is derived in the same manner from the Greek words "*tele*," at a distance, and "*scopeo*," to see. Another name is also used, which is likewise taken from the Greek, "*Semaphoric*," from "*sema*," a sign, and "*phero*," to bear or carry.

The Semaphoric Telegraph is very simple in its construction and movements, as well as economical in its cost. It consists of an upright post, or mast, 50 to 60 feet in height, having two moveable arms, composed of boards, 6 to 10 feet in length, and 1 foot to 1½ in breadth, one of them hung one third from the top, the other one third from the bottom, by one end, on a pivot, in such a manner that when the boards are at rest they hang down against the mast so as not to be seen at a distance, but when pulled out on either side by chains attached to them, they can be seen by glasses from either of the stations between which they are located, from 10 to 12 miles, according to their local situation. Above these two arms or boards, at the top of the mast, is a smaller arm, called the indicator. Each of these arms is placed at equal distances from each other, and revolve into and are made to rest in six positions, three on each side of the post, at the points which designate respectively the several numerals from one to six—so that these three arms can take eighteen positions, and upon the principle of permutation, express any number, from a unit to many hundreds of thousands. Connected with this Semaphoric telegraph is a dictionary or vocabulary, containing sets of numerals arranged in alphabetical order, with the words, phrases, and sentences, upon the principle of a dictionary of any language. This telegraph dictionary differs only from any other in having a series of numerals, instead of a series of words or letters under each letter of the alphabet, with the meaning of the number affixed to them, just as in a French dictionary, for example, the French word would be put first, and then the English word by its side. The arms of the Semaphoric telegraph being placed in certain positions, denote particular



numbers; the observer, seeing the positions of the arms, looks into his telegraph dictionary for the numbers denoted by them, and by the side of that number he finds the word signified by it.

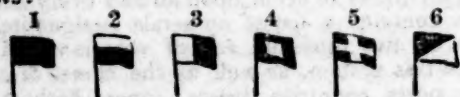
This is a general view of the principle of the invention. The numerical dictionary or telegraph vocabulary, so called, embraces, as far as can be anticipated by experience, all the questions and answers which are likely to occur upon all and every subject. It also contains a list of numerals designating the names of two thousand sail of vessels which have adopted this system, as well as the names of cities, towns, ports, countries, rivers, capes, harbors, and headlands. It includes the designating telegraph numbers of all our public ships, vessels of war, and revenue cutters belonging to the United States of America.

The Semaphoric signal-book embraces three divisions. The first division is known by the name of the marine telegraph division, and when this is to be used it is designated by the indicator, or small upper arm of the telegraph, by two positions, 6-4, which may be called the numeral name of that division of the book. A brief exemplification will make this easily comprehended: when the observer at one station wishes to converse with the other, he places the indicator in a perpendicular position, in which it is kept during the whole time of the communication, except when changed to designate one of the books, as explained hereafter. Let it be supposed that the conductor at one of the stations should wish to converse, or inquire of the other whether he had any thing to communicate. This question will be found in the first division. Now before asking the question, the observer puts the indicator first into position 6, and then changes it immediately to position 4, which is noted down upon a slate or paper, thus, 6-4; the person inquired of thus knows he is to look into that book for the matter in question. The first observer then has recourse to the arms of the telegraph, with which he makes the signal directing the numerals 4 3, thus making the entire number 4 3 2 4, against which number the person at the other station finds this question: "*Have you any thing to communicate?*" Being thus possessed of the question, he prepares to answer it, either *yes* or *no*, which is to be found in the same part of the book; he also, in the first place, by means of his indicator, gives the number 6-4, to denote that division of the book, and thus immediately answers by the sign for number 4, which means *yes*, or by number 1, which means *no*. The second division is a very copious appendix, by Mr. J. R. Parker, of Boston, who, in order to extend its usefulness, has appended in a distinct column the numerals, words, and phrases of the Holyhead telegraph establishment at Liverpool, England, which is highly important to the interests of British and American commerce. This second division is designated also by the indicator, but not by any one fixed or invariable number, but by several different combinations of numbers, each of which at once directs the observer to a particular subdivision or letter of the alphabet, where will be found the principal important word of the sentence. For instance, suppose the indicator should give the numbers 1-5, now as this number does not denote the first division, which is 6-4, nor the third division, which is 6-5, (as explained hereafter,) it follows that the observer is to look into the appendix by Mr. Parker, (the second division.) In this it will be found that the numbers 1-5 denote the subdivision or letter D, under which the principal word or subject of inquiry will be seen. After this, if the following numbers should be given by the arms of

the telegraph, 2-6-4, it means, "*Is in great distress, and requires immediate assistance.*"

The third division of the vocabulary is designated by the numerals 6-5, and appropriated for harbor or local purposes. Each of the three parts having their appropriate names, designated by numerals, no confusion or embarrassment can possibly arise as to the particular division the observer is to refer to.

An essential auxiliary has been devised by means of flags, called the marine telegraph; their uses rest upon the same principle with the arms of the Semaphoric land telegraph. They are six in number, and correspond to the six positions of the arms of the land telegraph, denoting the numerals 1 2 3 4 5 6, as follows:



They are each blue and white, and all of the same size, with duplicate numbers of each flag. To these is added a conversation flag, which, like the indicator of the land telegraph, shows that the vessel making the signal wishes to converse.

Many thousand changes and combinations can be made, designating the words, phrases, and sentences as contained in the three divisions of the vocabulary. By such means vessels at sea can communicate with each other, and when they approach the coast can hold communication with the Semaphoric land telegraph.

From the foregoing illustrations, exhibiting the uses and extreme facility of communicating by telegraph, some opinion may be formed of its vast importance to a great commercial country possessed of such an extensive sea-coast as the United States of America, and having a constant intercourse not only among themselves, but with the whole commercial world; and in the event of war its benefits would be incalculable, when rapid communication of intelligence might be of vital importance to the whole population of a city or town, or even of the country at large; but in ordinary time of peace, and in the usual course of commercial business, when we consider its utility in the preservation of property, and above all, the lives of our seafaring brethren, we cannot sufficiently appreciate the value of this invention. The very extended and increasing commerce of the United States, in continual intercourse not only with each other, but with the whole commercial world, should possess every facility of communication that can be devised, for the purpose of diffusing information and promoting the safety and occupation of those engaged in carrying it on. With such views, and to enable vessels at sea to communicate with each other, and with the shore when approaching it, the writer has devoted many years of his life, in order that merchants, ship-owners, underwriters, and all others engaged in commercial pursuits, may not only obtain information of their vessels, but be made fully acquainted with every circumstance relating to them when at sea, on their arrival and departure, as well as their protracted stay in port, while wind and weather may make other intercourse difficult, and oftentimes impossible. By the adoption of the Semaphoric system of telegraph signals, a language is established for conversation which ought to be universal. It is not only in a commercial or mercantile, but national point of view that the Semaphoric system, with the marine telegraph flags, should be regarded.

#### SOLDIER'S ASYLUM, No. III.

"OLD TOM MILLER."

About this time it happened that Gen. G., with whom, when an ensign, Tom had formerly served, came to the Bluffs on a tour of inspection. As soon as it was announced that the General had arrived, and would, next day, review and inspect the regiment,

old Tom was anxious to join the ranks for the occasion; and see if his former commander would remember him after a lapse of more than thirty years.

Having obtained permission from the commanding officer, the old man unpacked his "kit," and putting himself in full uniform with his usual care and neatness, appeared next day on parade in his former company; with all the pride and much of the military air of his younger years, erect, firm and "steady."

The regiment was presented to the General, and after the customary marching salute, he inspected, minutely the ranks, in open order. When he arrived opposite "Old Tom Miller," he appeared, partially, to recognize him; and turned to the colonel to inquire his name. "Old Tommy" had, meantime, kept his eyes steadily fixed to the front, rigidly maintaining his erect position, until the general, calling him by his name, extended his hand, and asked him if "he did not remember his old acquaintance, Ensign G., of the — regiment?" Old Tommy, delighted at his being thus recognized by his old friend and commander, threw out his arms, and such another greeting as these two old soldiers gave each other, can only be correctly imagined by those who have long encountered the dangers of flood or field together.

After the parade was dismissed, the kind-hearted old general sent for Miller to his quarters, and learning from him the particulars of his situation, immediately ordered that he should be re-enlisted; and required to perform only such light duties as he was able, until a report of the facts, in his case, could be made known at the head quarters of the army, and its sanction obtained for continuing him in service.

This was a glorious day for old Tommy: to be reviewed and remembered by his old commander, and again re-enlisted in his favorite corps, were events least expected to the old veteran; and in afterwards relating to his comrades the kind and friendly conduct of the general towards him, the big tear of emotion might be seen falling upon his weather-beaten cheek in gratitude to his old friend.

I know not how it happened, but a few years afterwards old Tommy was again discharged on surgeon's certificate, and thus again driven from the ranks he loved so well, with all his infirmities upon him—in his old age—and left to beg or starve. Being no longer useful, his country discards him, and leaves him to his fate! No house or asylum is prepared to receive the old soldier; and now the generous hand of his old commander was not present, nor had the power to avert the blow, or prolong once more, for a time, his daily allowance of bread and meat. The regulations, respecting "*disability*," were imperative; and must be enforced. Stung to the quick with the keenest sense of neglect and ingratitude, and too proud to become an humble suppliant for what he justly considered his rights, this gallant old man left the garrison, and sought, amongst citizens, the opportunity to earn his daily food, and to forget, if possible, the humiliating and painful fact, that after all his long and faithful services, he found himself, at sixty-five, a wandering soldier-beggar.

I saw him a few months afterwards, and not long before his death; and his last words now ring in my ears: "Ah! lieutenant, don't forget 'old Tommy!' and when he's gone, be sure to give him the roll of the drum!"

H.

#### NOTES AND REMINISCENCES

OF AN OFFICER OF THE ARMY.—NO. I.

My furlough was past! What various emotions did that reflection arouse: there were the regrets of parting for an indefinite period from surrounding, devoted relations; and other, more tender ties were, perhaps, to be sundered. I was of that romantic age, eighteen, the hey-day of warm impressions, and flattering hopes; and thoughtlessly tossed on the waves of impulse, the world, aye, the western world, was all before me, and bright with anticipations of



novelty, and endless change. And all my delightful adventures and wanderings were to be shared, in lights and shadows, by companions who had shared the warm affections of my earlier youth.

The stage was at the door. \* \* \* Relieved from those sorrowful partings which harrow the soul, but can scarce touch the sympathies of elastic youth and inexperience, I enjoyed the rapid motion of the coach, always exhilarating, but which was then fast severing me, perhaps forever, from my best friends, and all the familiar scenes of childhood.

At a village in Maryland, I had planned a meeting with a number of my choice friends; who, like myself, obeying the calls of duty and inclination, were on their voyage westward. And never was appointment better kept than by my before scattered companions; and eager and warm were the greetings of that midnight hour! We then resumed our journey together in the western stage; enjoying, after the excitement, a comfortable sleep, for, being all intimate friends, we unceremoniously indulged in the easiest possible attitudes of a wonderfully confused juxta-position. And thus we journeyed on; all joke and joyousness by day, and a kind of snarling sleep by night.

At Wheeling we made a halt for some days: we had either been jolted and jumbled enough for lovers of variety, or "*la belle rivière*" tempted us to embark our fortunes, or rather persons, on its dancing waves; but, in truth, its beauties were too superficial; and we were assured that the frailest barque would make but a tedious progress through its deceitful shallows. So we were fain contented, with our ranks further swelled to a most lively number, again to take stage, and thus pursue our journey to Cincinnati. Well do I remember the numberless black squirrels which we saw the first morning, sharing the rich fruits of those many corn-crowned hills; and the number which we found in a tree in front of our breakfasting house; and how, after being routed out of its topmost branches, the poor fellows were forced to make beautiful leaps to the ground.

From Cincinnati we went by steamboat to Louisville. Here we mustered twenty strong; and remained eight rainy days, waiting for the river to rise. Our time passed pleasantly enough in this hospitable city; it would seem to be a favorite with the army, for many have formed there the tenderest of ties. During our stay we shared in the most popular sport of the sport-loving Kentuckians—a horse race. The course is several miles from the city; but we were all there, and beheld seven beautiful colts contend for the prize; and that Kentucky spicing to such pleasures—a fight or two—was not wanting to complete the day's experience; but—raw as I was—I looked in vain for a sprinkling of stray eye-balls.

In due time the river did rise, and we embarked for Jefferson Barracks, the new "School of Instruction." The boat seemed to be chartered by the military; we filled the cabin, and the deck was monopolized by a detachment of recruits. The passage was a long, but merry one; and that cards were played, I am too faithful a historian to deny.

Many, many years have elapsed, but I have now before my eyes the vivid impression of a beautiful scene at the mouth of the Ohio; the moon was a graceful crescent, and the glassy waters, glittering with its beams, reflected, too, many a lovely star, and caught the deep azure of the skies; while the leaf-embowered banks wore a dark, but so soft and rich a setting! And another boat passed by, with its brilliant lights, magical motion, and solemn, echoed sounds; its bright path, too, and its long succession of regular and polished waves, each a mirror for the lovely moon. There is something startling, if not awful, by night, in those hollow but sonorous echoes to the escape pipe, of the lofty forests of the western river bottoms; they seem the angry bellowings of

wood demons, aroused by this intrusion of man and his wondrous works.

Right well do I remember, too, a scene different as possible, though by night: a western storm upon the waters! The boat was (fortunately) moored under the verge of one of those immense Mississippi bottoms,—in itself, by night, awful as the wastes of ocean. The rain fell as if nature was dissolved; the caverns of the earth are never darker than it was then: the roar of waters and darkness were the universe; I was alone, and, enjoying its sublimity, forgot that my poor body was exposed to the tempest.

The boat touched at day-dawn of the eighth day at Jefferson Barracks. Those who had slept at all, had risen: an adjutant in *undress*, mounted on an immense black horse, and for suite, a whole troop of dogs, received us on the bank, and proceeded with us to report to his chief, Colonel L. We were exhilarated in our walk over that delightful spot by three bands, striking up from different hill tops and groves, the familiar, beautiful, but never so charming reveillé. The colonel, evidently just out of bed, received us with great kindness and frankness; and readily consented to our proceeding in the boat to St. Louis; and in a few hours we were all ashore, exploring the *terra incognita* of this rising city of the west.

MR. EDITOR: Was it not unkind of "Z" to anticipate by several years the regular progress of my story? If I tire not by the way,—exposing, perhaps, your readers to that danger,—I shall prove Z to be neither the alpha nor omega of these veritable recollections.

Your friend,

F. R. D.

MR. EDITOR: The following notes were written several years ago. The experience of the writer, however, has since furnished no reasons for changing his views. If you think them worth a place in the Chronicle, they are at your service.

#### ON DIET AND DRINK ON BOARD SHIPS.

As respects temperance in the use of ardent spirits by the crews of ships. I am inclined to think that the present system of stopping grog is worse than useless. Upon looking over the purser's return of stopped rations on board of one ship, I find that not more than five or six men have abstained from it altogether during the cruise. Nearly all the men have stopped their grog for a time, at different periods; some for three months, some six, and but few with whom it was optional have exceeded one year; at present only twenty-one men, besides the boys, do not draw it.

It was usual, while lying in port, for the boats' crews to stop their grog; but it is well known that, in spite of vigilant precaution, they found means to obtain it not only for themselves, but for shipmates on board. Whenever detected in this contraband, they were severely punished, but without materially changing their morals, as was evinced by repetition of the offence. In some instances many, while their grog was stopped, were the most intemperate men in the ship. This is an apparent paradox, but it is easily explained. It was customary to pay the *grog-money* at the end of the month, to enable the men to purchase fruits and vegetables when in port; but as stopped rations paid to each mess were sufficient for that purpose, the *grog-money* was generally applied to purchase ardent spirits on shore, and in quantities sufficiently large to effect most beastly intoxication, to recover from which medical aid was frequently required.

This kind of irregularity is, in my opinion, much more injurious to the health of seamen in a tropical climate, where convalescence is very slow, than the habit of drinking the daily allowance. On the coast of Peru the mucous lining of the stomach and bowels becomes very much impaired in tone from the effects of climate alone, and the sudden application of a violent stimulus (as ardent spirit in a large quantity undiluted is) generally lays the foundation for some

disease that has its origin in the irritation or inflammation of that membrane. Dysenteries and diarrhoeas of an obstinate character, and intermittent and gastric fevers, are not the unfrequent consequents.

Of the moral effects of the abuse of spirits among seamen, I have nothing to say. The subject has been already exhausted. It is with a view to health alone that my remarks and suggestions are made. That the use of ardent spirit is unnecessary, and its abuse prejudicial to health, has grown into an axiom, and the total abolition of the spirit part of the ration has been therefore suggested as the ready means of improving the health and morals of sailors; and I believe every tyro in medicine has given the suggestion his approving voice. I must confess, however, that I am unprepared to go thus far, for my experience (small, to be sure) has not convinced me that the moderate use of spirit among seamen is injurious to health, particularly when the stomach has to master the indigestible fibres of hard salted beef, two, three, and even four years old. I can safely say that not a pound either of salt beef or pork has been issued to the crew of this ship that has been in salt less than two years! Flesh so long in salt becomes hard, loses nearly all its nutritious properties, and is therefore taken in larger quantities than fresh beef would be eaten.

The quantity of spirit is too large, and in my opinion improperly issued. One half, given fifteen or twenty minutes after the meal, instead of before it, would prove a grateful assistance to digestion, and rarely be more injurious than the two or three glasses of wine that every gentleman in hot climates finds it advantageous to take at dinner. If the quantity remain the same, and the present system of encouraging total abstinence be pursued, I would suggest the propriety of withholding the pay until the end of the cruise, or till such time as the men are granted liberty on shore. The practice of paying the grog money at the end of every month leads to intemperance, by affording means of excess.

There is another abuse in the service, sanctioned by usage and practised by a highly favored class of officers, that encourages dissipation among sailors; but it is not my province more than to allude to it.

Though the present ration possesses considerable variety, and is ample in all its parts, I am disposed to think that it might be improved to the advantage of the health of seamen, without increasing its expense. Tea, or coffee, or cocoa, might be supplied in place of one half the spirit. Beans or pease might be advantageously substituted for rice, which, though highly nutritious and healthful, is so insipid, from the manner of cooking, that at least four-fifths of it is thrown overboard. The nutritious quality of beans would be much improved by adopting some plan for freeing them of the tough pericarp which is indigestible and flatulent. A thin iron plate, perforated with numerous small holes, made to fit the copper, and passed through the soup after it is cooked, and pressed down, would answer this end and leave the farinaceous part of the pulse free from their hard skin. Some kind of dried fruit might be advantageously added. Fresh baked bread, with very little trouble, could be supplied thrice a week, if not daily, to the whole crew, and contribute vastly to their comfort, and therefore to their health. The French men-of-war have long pursued this plan, and the general health of their crews in the Pacific is strikingly superior to that of ours. Pickles are highly useful as an adjuvant, and should be more regularly supplied. The quantity of beef and pork is very ample, perhaps too large. I believe that a very few years will elapse before science will afford the seaman means of preserving meats effectually for almost any reasonable length of time without the aid of salt.

Of all the means of preserving the health of a ship's company at sea, there is none so essential as cleanliness, and an ample allowance of sweet fresh water

for the purposes of drinking and cooking. The allowance should never be less than a gallon a man, and where vessels are supplied with tanks it need rarely be less. Next to this are cheerfulness and strict discipline, to be preserved by a steady course, and the avoiding of petty tyranny.

A violin or two, to "wake the rude harmony that sailors love," in fine weather at sea, is perhaps the very best prophylactic remedy in the whole list.

#### A VISIT TO SAM JONES'S CAMP. PART VII.

For several days Sam appeared very thoughtful and talked but little; a smile of contempt occasionally flitted athwart his swarthy countenance, which was uniformly succeeded by a flash of triumph from his gleaming eye. We were fishing towards sunset one afternoon, when I resolved to fathom the depth of abstraction into which he was plunged.

"General," I remarked, "I hope you have not heard ill news, for I observe a change in your manner of late; I hope I have given no cause of offence?"

"Not in the least, my friend," replied he pleasantly, "but I have been scheming."

"May I inquire as to what?"

"Certainly," replied he; "for I know if all your nation knew my whole purpose, I could *diddle* them after all. My reflections have been these," continued he, "I take good care of *my* soldiers in summer; they are active during the winter and planting season; and in the warm weather and harvest time I wish them to be at home—on a sort of furlough—for nothing tends so much to destroy the spirit, not to add health, of troops, as to work, worry and harass them incessantly; and I am as particular in my system of granting them indulgences as I am in that of exacting all their powers in the performance of duty. You tell me in your service, there are some who have pleasanter duties than others; some who are years away from their regiments; some who have had one or two furloughs in five or ten years; whilst others have served twelve or fifteen consecutively. In a word, to take your own statements, there appear to be favorites in your service, and I must say if the favored do not get above their business, if the pack horses do not become crushed in spirit, Indians and white men differ more materially than in the cuticle. Justice, sir, 'even handed justice,' avoidance of partiality, these, sir, have rendered *my* troops invincible; and it must be a *very* extraordinary act that would induce me to *exhibit*—no matter what I might feel—my *preference* for one officer more than for another. Military Honor is jealousy, the *very essence* of jealousy, and more is to be gained by doing justice to *all* than exalting one. No disparagement of the others might be intended; but, sir, the heart of man is such that unless the peculiar merit of the act—such an affair as that of Jackson at New Orleans—be as conspicuous as the sun at noon day, a shade will, *MUST* be cast over the hearts of others—if those hearts are worthy to beat in the bosoms of soldiers! No, sir, I have not in my army honorable badges; for *all*, all have done their duty!—done it valiantly! and it would quench the fire in the bosoms of my soldiery to have among them those, once their companions, now with extra rank, extra titles, and entitled to extra coontee; especially were it impossible to point to a single act of their's, of gallantry and bravery, to justify their exaltation. You have told me of some of the brevets in your army, and you have deprecated Col. Harney. Tell me, sir, do you not think if courage entitles a soldier to a brevet, that Col. Harney won one by returning to the trading house on Caloosahatchee? a scene so fraught with danger—a spot but a few hours before the theatre of a massacre horrid enough to have chained him and his men to their oars until miles of salt water should have separated them from the slaughter-house? Tell me! Are there not men who have been brevetted that would have hesitated? Yet Harney was cen-



sured, you say. If this is your justice, cease your conflict with us, who fight like a band of brothers—no one envious of the other—all knowing there is no favorite Joseph among them. I have digressed unintentionally, not thinking the trail would lead me so far into the hammock of discussion. Let us put back to the pine woods. It being *my system* to give all officers and men two campaigns a year, one of arduous service and one of pleasure, on the principle 'dout work a good horse to death,' and dont work bad ones at all, for a few days I have been meditating on a plan for temporary peace, that my young men may loaf, and that we may *gouge* the whites a little?"

"Dont indulge yourself in that, my dear General," interrupted I, "'a burnt child dreads the fire,' we have at least learned one thing in five years, that treaties and talks are 'all my eye and Betty Martin O!' You are only wasting time, and if that is the only scheme you have in your head, I can tell you you are cogitating to no purpose."

He burst out into an immoderate fit of laughter, right in my face. I had never seen him so merry.

"If you commanded the army, my friend," said he, "we might have something to fear."

"Come, no *soft soap*, General," exclaimed I; "all our commanders are great men, and I consider myself a very inferior sort of genius. But what made you laugh? I did not see any thing funny."

I spoke with some asperity, for I was indignant at his supposing his people could ever hoax us again. I was provoked at his intimating that we would ever listen to a syllable of negotiation again; that twenty millions of chivalric, enlightened beings would demean themselves, after such an act of treachery as that at Caloosahatchee, to consent to any thing but an unconditional surrender from a band of ragged savages—the blood of Dallam forbid it.

"No, General," cried I, "laugh as you please. The spirit of Andrew Jackson is awakened in our hearts; we have been kind and conciliating with you for years—in spite of our murdered citizens, our smouldering habitations, our slaughtered soldiers, our millions of treasure—we have received, fed and lodged you. Your 'talks' have deafened our ears to the shriek of the mother—the groan of the mutilated soldier—the cracklings of the blazing home—the wants of the widow, the orphan and the cripple. We have been humane until you consider us dupes instead of philanthropists; and if you expect another talk—another treaty to be *EXPUNGED* with blood—another respite for your troops to regain their vigor—let me tell you, General, you are mistaken. Come in to us; lay down your arms, and emigrate as you have promised long ago, and the heart of the white man will prove to you a fount of mercy; but endeavor to *diddle* us again, and you will find the spirit that elevated Jackson to the presidential chair—you will find *firm*, *uncompromising* *DECISION* marks our future course. We will shoot down your messengers at our sally ports, and receive nothing from you but *UNCONDITIONAL SURRENDER*. A great nation like ours, that talks of fighting the rich and powerful empire of Great Britain, may be defeated even by your famished tribe; we may be harassed, but never will we be cajoled again. We will not leave it for posterity to say—'Even after the massacre of Caloosahatchee, our forefathers listened to the duplicity of the Seminoles—*YET ONCE AGAIN!*'"

"All words!" muttered Sam, unmoved. "Would you do as you say?"

"Yes! would I," replied I.

"I hardly believe it," said he; "for I always believed there was but one Andrew Jackson among the American people—but perhaps you would. Young officers have far to climb, and not far to fall; so you would have more to urge you on than old men, who have got as high as they can, and are content with marking time. We can be whipped, I know; but you want a large number of troops at once, to scour and

make a job of it, led by a young man of talent, having for his motto 'make a spoon or spoil a horn;' not a man who will first reflect how his acts *will* be considered, but according to his conscience how they *should* be considered."

"You are wrong in one point, General, allow me to observe."

"What is that?"

"As to *old* officers, they are surely the best, they have experience; age improves the mind, and gives it a firmness and consistency."

"You are exceedingly mistaken," answered he. "Point me to one warrior of ancient or modern times, of any considerable renown, who did not wane from forty or thereabouts. How many have been at their zenith at twenty-five to thirty-five. The hand of time, that changes even the shape of our continent, must surely effect greater alterations in the nature of man, who is so much more pliable. Alfred the Great, Alexander, Frederick, even Napoleon, were at their zenith of greatness in the meridian of their youth. A few years even effects the most wonderful transformation, and the Bonaparte of St. Helena was a very different being from the bold, active, enterprising boy, who entered the hall of Deputies, thirsting for fame. In your own country, take Scott, Gaines, and a host of others, and tell me if it would not be ungenerous to expect them, burthened with years, to re-enact the tragedies of Chippeway, Erie, and other places, with such well deserved *éclat*? No, sir, it is no reason because years ago Wellington defeated the mighty emperor, he should now find every field a Waterloo. I am old myself; I would not disparage years. Mighty conquerors moulder in the dust; and if warriors can die, it is no disrespect to say, they can *DECAY*. As soldiers, then, their experience cannot profit—as advisers it can. You say that age improves the mind, giving it firmness. I admit, a certain quantity of age solidifies the mind, as it were, when that mind is originally of good material; but you must be cautious in distinguishing the *firmness* from the *obstinacy* of age. The first arises from a determination to do right—the latter from moral cowardice, the fear that others may accuse the possessor of being vacillating. People of the first description are Davy Crockett's disciples; 'Be sure you are right!—then—Go a head!' Obstinate men make up their minds how to act (and nothing can change them) before any thing occurs. A firm, decided man awaits until the differential of a second before the matter transpires—takes in all the affair at a glance—determines at the instant, and executes promptly. Firmness will not stoop to scatter explanation. An obstinate man doubts himself, and will seek opportunities to exhibit his motives to any one who will waste time in listening to them."

I considered these remarks so utterly preposterous in Sam—the idea of a wild, harum-scarum lad commanding better than an older and *therefore* wiser head, disciplined in the school of experience—as so at variance with all reason, that I did not deign him other reply than a smile of contempt; and I must say I was right down angry, as I rank among my best friends some of the elder officers of the army. I did have a great mind not to publish this part of my dream, (which always must go by contraries, it will be recollected,) but I hope these will be taken as the opinions of the ignorant Indian fisherman, and not as those of the enlightened author of these papers. I disclaim the honor of fathering such moral monstrosities.

"By the by," said he, "I never thought of asking who is the shoulder-joint of your military arm? but as it is getting late, we will return to camp and defer the subject until to-morrow."

The General and I accordingly rested, each, the end of a hoop-pole on our right shoulders—our fish slung in the middle, and in this way, he preceding me, returned to the wigwam, where Mrs. Jones met us with a smile of welcome. Ere I retired for the

night, I asked the General for his razor; he had none, but asked what I wanted of it. I informed him the hair was growing long on my upper lip, and that an eighth of an inch more would make it guilty of disobedience of orders."

"How so?" he inquired.

"Because," replied I, "I am a foot officer."

"Foot!" ejaculated he, "Why! what if you were a dragoon?"

"Then," answered I, "it might grow and be—"

"You Sam," cried Mrs. Jones.

#### JUNIUS.

#### PAPERS OF THE LATE DR. LEITNER.

MR. EDITOR: I beg leave, through your columns, to invite the particular attention of the officers of the army serving in Florida, as well as that of the citizens of the Territory, to the subject of the missing manuscripts of the late Dr. LEITNER, and most earnestly to recommend, for the sake of science as well as in justice to the expressed wishes of one of its brightest ornaments relative to their final publication, that no means within their power may be left untried which might lead to their recovery.

On leaving Charleston for Florida, Dr. LEITNER took with him for the purpose of correction, two of his manuscripts of perhaps 150 pages each, containing an account of the natural productions of Florida, with descriptions of about 150 new plants, or such as had not hitherto been known to us. To these, and particularly to the account of birds and quadrupeds, were appended notes by the Rev. Dr. JNO. BACHMAN, of Charleston.

These manuscripts, it has been ascertained, were certainly not found upon his person, but it is still to be hoped that some one in the Territory may be able to afford a clue to their recovery.

It was the wish of Dr. LEITNER, expressed to Mr. BACHMAN previous to his leaving Charleston, that, in the event of his death, his notes upon Florida should be published for the benefit of his sister in Germany; but it is much to be regretted that without the missing manuscripts, his journal and other papers in the possession of Mr. BACHMAN, will scarcely be of sufficient importance to form a valuable volume.

Respectfully, your obedient servant,

J. R. POINSETT.

WAR DEPARTMENT, June 10, 1840.

#### *Proceedings of Congress,* IN RELATION TO THE ARMY, NAVY, &c.

##### IN SENATE.

MONDAY, APRIL 13, 1840.

MR. SEVIER presented a communication, made by the Secretary of War to the House of Representatives, on the subject of a plan of defence for the western frontier; which was referred to the Committee on Military Affairs, and ordered to be printed.

MR. CRITTENDEN submitted the following resolution, which was considered and agreed to:

*Resolved,* That that the Committee on Military Affairs be instructed to inquire into the propriety and justice of providing for the satisfaction of a claim of the State of Kentucky, for arms furnished to the General Government for the public service in the year 1814, and that said committee report by bill or otherwise.

TUESDAY, APRIL 14.

MR. SMITH, of Indiana, presented the petition of a number of citizens of the State of Indiana, remonstrating against the employment of bloodhounds against the Florida Indians. Mr. S. said that, believing from the late accounts, these animals were not so dangerous as they were supposed to be, he would not trouble any of the committees with a consideration of the petition; and he would therefore move to lay it on the table. This motion was agreed to.

#### NORTHEASTERN BOUNDARY.

MR. BUCHANAN, from the Committee on Foreign Relations, made the following report:

The Committee on Foreign Relations, to which was referred the several messages of the President of the United States, communicating to Congress, at its present session, certain official correspondence in relation to the question of the territory in dispute with Great Britain on our northeastern frontier; and also certain resolutions of the Legislature of Maine on the same subject,

##### REPORT:

That they have had the same under consideration, and now deem it expedient to communicate to the Senate their reasons for not making, at the present moment, a general report upon the whole subject. They feel that they will best perform this duty, by placing clearly and distinctly before the Senate the existing state and condition of the pending negotiation between the two Governments.

The President of the United States, in his annual message of December last, informed Congress that, "for the settlement of our northeastern boundary, the proposition promised by Great Britain for a commission of exploration and survey, has been received, and a counter project, including also a provision for the certain and final adjustment of the limits in dispute, is now before the British Government for its consideration." The President has not thought it advisable to communicate this counter project to Congress; yet we have his assurance, on which the most confident reliance may be placed, that it is of such a character as will, should it be accepted, finally settle the question. This proposition was officially communicated to that Government during the last summer.

Mr. Fox, the British Minister, in his note of the 24th January last, doubtless with a perfect knowledge of the nature of the project which had been submitted by the American Government to that of Great Britain, assures Mr. Forsyth, "that he not only preserves the hope, but he entertains the firm belief, that if the duty of negotiating the boundary question be left in the hands of the two National Governments, to whom alone of right it belongs, the difficulty of conducting the negotiation to an amicable issue will not be found so great as has been by many persons apprehended." And in his subsequent note of March 13, 1840, he states that he has been instructed to declare, "that her Majesty's Government are only waiting for the detailed report of the British commissioners recently employed to survey the disputed territory, which report, it was believed, would be completed and delivered to her Majesty's Government by the end of the present month, (March,) in order to transmit to the Government of the U. S. a reply to their last proposal upon the subject of the boundary question." Thus we may reasonably expect that this reply will be received by the President during the present month, (of April,) or early in May.

Whilst such is the condition of the principal negotiation, the committee have deemed it inexpedient, at this time, to report upon the subordinate though important question in relation to the temporary occupation of the disputed territory. They trust that the answer of the British Government may be of such a character as to render a report upon this latter subject unnecessary. In any event, they have every reason to believe that the state of suspense will be but of brief duration.

The committee, ever since this embarrassing and exciting question has been first presented for their consideration, have been anxious that the Government of the U. S. should constantly preserve itself in the right; and hitherto this desire has been fully accomplished. The territorial rights of Maine have been uniformly asserted, and a firm determination to maintain them has been invariably evinced; though this has been done in an amicable spirit. So far as the committee can exercise any influence over the subject, they are resolved, that if war should be the result, which they confidently hope may not be the case, this war shall be rendered inevitable, by the conduct of the British Government. They have believed this to be the surest mode of uniting every American heart and every American arm in defence of the just rights of the country.



It is but justice to remark, that the Executive branch of the Government has, from the beginning, been uniformly guided by the same spirit, and has thus far pursued a firm, consistent, and prudent course, throughout the whole negotiation with Great Britain.

Whilst the committee can perceive no adequate cause, at the present moment, for anticipating hostilities between the two countries, they would not be understood as expressing the opinion that this country should not be prepared to meet any emergency. The question of peace or war may, in a great degree, depend upon the answer of the British Government now speedily expected.

Mr. WRIGHT moved that ten thousand extra copies of the report be printed; which, after a discussion, in which Messrs. WRIGHT, BUCHANAN, RUGGLES, and CLAY of Kentucky, participated, was agreed to.

WEDNESDAY, APRIL 15.

Mr. WILLIAMS submitted the following motion; which was considered and agreed to:

*Resolved*, That the Committee on Military Affairs instructed to inquire into the expediency of providing for the settlement and payment of the claims of the State of Maine, for services of her militia in the protection of the northeastern frontier of the United States in the year 1839.

Mr. W. also presented sundry documents in connection with the above; which were referred to the Committee on Military Affairs.

Mr. KING, from the Committee on Commerce, to which various communications on the subject were referred, reported a bill to authorize the Secretary of the Treasury to procure steam vessels for the revenue service; which was read, and ordered to a second reading. [The bill authorizes the purchase or construction of three steam vessels: one for the waters of Lake Erie and the upper lakes; one for the Atlantic, and one for the Gulf coast.]

THURSDAY, APRIL 16.

On motion of Mr. BENTON, the message from the President of the U. S., transmitting, in compliance with a resolution of the Senate, a report from the Secretary of the Navy, in relation to the military and naval defenses of the country, was ordered to be printed.

FRIDAY, APRIL 17.

Mr. BUCHANAN presented the petition of James Ware, a seaman in the naval service of the U. S., praying a pension in consideration of disabilities incurred whilst a prisoner to the Tripolitans in 1803; which was referred to the Committee on Naval Affairs.

SATURDAY, APRIL 18.

The bill allowing rations to Brigadier General John E. Wool, and George Croghan, was considered and discussed at much length by Messrs. LUMPKIN, PRESTON, KING, SEVIER, HUBBARD, WALKER, and PIERCE, and the further consideration thereof postponed until Friday next.

**INTERESTING MODEL.**—A model, exhibiting the deck plan of a ship of 300 tons (about to be launched from the yard of Mr. Peter Cato, belonging to Messrs. Chapman and Willis,) is now to be seen in our underwriters' room. It is highly approved of, and no doubt will come into general use, as it has simplicity and economy to recommend it. The projector has accompanied his model with printed instructions for the benefit of the public, in the hope of its proving useful to the shipowners and the shipping interest at large. "Instructions for the use of the Liverpool patent chock and the other improvements on ships' decks, as exhibited in the model. The launch, or long boat, is placed on a midship chock, turning on a spindle or groove, capable of being easily traversed athwart ships, as to leave—1stly—The main hatch clear for discharging cargo in harbor. 2dly—In case of a ship losing her masts, the long boat can be launched by means of skids attached to the upper part of the chock to the gunwale, thus overcoming a difficulty that has hitherto baffled the skill of all practical and scientific sailors. Referring to the model of the deck

plan of a ship of about 300 tons, it will be seen that she has a round-house for the accommodation of the commander and officers, and that a comfortable fore-castle is provided for the seamen. The difficulty to the projector was, 'how the boatswain and carpenter were to be accommodated on deck, so as to leave the whole vessel below solely for cargo and stores;' having, however, adopted the mechanical principle of the groove in the case of the boat, it only required to carry it out further and appropriate the space from the launch to the foremast over the fore hatch, by means of a wooden railway, by which contrivance room is obtained for a round-house and caboose, traversing backwards and forwards, enabling the fore hatch to be cleared in harbor without scarcely requiring any labor or trouble."—*Correspondent of the Shipping Gazette.*

**NATIONAL INSTITUTION FOR THE PROMOTION OF SCIENCE.**—This is the title of a society recently established in the city of Washington, under the patronage and auspices of the Secretaries of War and the Navy. It is constituted to aid the officers of Government in collecting, preserving, and arranging for inspection and reference specimens of the Natural History of the United States, embracing, however, all branches of science. Materials have been already collected to form a large Cabinet of Natural History, and there can be no doubt that with the means which, under the direction of the above officers, will be at our command, the largest and best collection in the Union will be made at the seat of government.

Mr. POINSETT, possessed with an ardent love of science, is the founder of this institution, who has thus found opportunity, amidst the complicated and arduous duties of his office, to devote a portion of his time to an object so entirely national, and so conducive to the interests of science. Several meetings had been held at this gentleman's house in Washington, preparatory to the formation of such a society, and in the early part of last month he submitted to a large assemblage of gentlemen, without distinction of party, a constitution, as drafted by a committee appointed for that purpose, which was considered and adopted. It is pleasing to perceive the union of public men for such an object, who thus, oblivious of political feuds and differences, have combined to promote the great cause of science. All who feel an interest in the cultivation and extension of the natural history of the country, will aid this excellent institution through their correspondence and connections at home and abroad, and thus facilitate the formation of a collection in which we shall all feel a becoming national pride.—*Charleston Patriot.*

**SEAMEN'S UNION BETHEL SOCIETY OF BALTIMORE.**—The seventeenth annual report of this institution is before us, from which we learn that the receipts of the Society for the year ending May 1, 1840, were \$928 77—expenditures \$1018 06—leaving a balance against the Society of \$89 29.

We scarcely know any institution, among the many benevolent ones of the day, which has stronger claims than this upon the favorable regard of the community. We are all under obligations to sailors as a class—the mercantile portion of our community especially. We are all interested in their welfare—to have them temperate, moral, well informed. They act as public carriers on the great deep, and are entrusted with property to the amount of millions. They are a class who never obtrude themselves upon the generosity of others, although prompt to exercise that quality in their own dealings towards those with whom they come in contact. The Bethel Society of this city supports a missionary, the Rev. J. SMITH, whose labors among the seamen have been praiseworthy, and, no doubt, productive of good. The chief source of revenue to the society are annual subscriptions, special donations from merchants and others, and annual collections in the various churches.—*Baltimore Amer.*

## WASHINGTON CITY,

THURSDAY, ..... JUNE 18, 1840.

**CORRECTION.**—In the communication published last week, respecting the West India squadron, page 392, the words italicized in the following sentence were inadvertently omitted; "Owing to the trade wind, a ship can sail from any port north of St. Augustine, to any island in the West Indies," &c.

**TO CORRESPONDENTS.**—"Experientia Docet," "R. L. D," and "C," will appear next week. "Eau Douce" is under consideration; there is nothing in the present aspect of affairs, which seems to call for the publication of his remarks; though there have been times and may be again, when their appearance would produce a good effect.

## OFFICIAL.

## EXPLORING EXPEDITION.

U. S. SHIP VINCENNES, HARBOR OF PAPETERE.

Otaheite, Sept. 24, 1839.

**SIR:** Previous to sailing from this island, I take leave to communicate the following information relative to it.

The harbor of Paperte, situated on the N. W. side of the island, is in lat. 17°, 31', 30", S., and lon. 149°, 35', 02", W.; and is the only harbor of the island visited by vessels engaged in the whale fishery for supplies, and one of the principal resorts for the commerce engaged in the Pacific ocean. There is some difficulty in getting in and out of the harbor, and some delay occasionally, owing to head winds; but the anchorage is perfectly safe from all gales. A pilot, appointed by the Queen, attends vessels visiting the harbor, and it is the only island in the Pacific, except the Sandwich islands, New Zealand, and New Holland, which now affords an abundant supply of fresh beef. Ample supplies of hogs, sweet potatoes, yams, taro, bread-fruit, cocoa-nuts, etc., can be obtained.

About one hundred foreigners reside here, several of whom are engaged in trades, and supply vessels with such articles as they require.

The winds, from March to November, are almost constantly from the eastward or the trades; from November to March, variables are experienced, which sometimes blow from N. and N. W.

The vessels which annually visit the islands of Otaheite and Eimeo consist of whale ships, (principally American) transient merchant vessels, and traders from N. S. Wales, bringing cotton fabrics, coal, naval stores, etc., in return for sugar, molasses, arrow-root, and cocoa-nut oil. The value of these exports, all of which are produced in the island, is estimated at \$35,000. The average amount of American manufactures and productions, brought in whale ships, is estimated by the consul at \$800 each; the quantity is annually increasing.

I annex a statement of the number and tonnage of American vessels, which have visited this port during the years 1836, '37, '38, and to 30 June, 1839.

	Tons.	Value of cargoes.
1836—52 whaling vessels,	18,090	\$1,307,500
1837—52 do	20,500	1,817,000
1838—42 do	15,000	1,268,250
9 merchant ships,	1,700	75,000
1839—34 whaling vessels,	11,574	1,027,650
1 merchant do	317	35,000
195 vessels	67,181 tons	\$5,530,400
Shipping valued at \$40 per ton,		2,687,240
		<b>\$8,217,640</b>

The commercial interests of this remote region are rapidly increasing, and require the frequent visits and protection of a public vessel.

Foreigners are protected in their persons and property. Deserters from vessels are speedily apprehended by the authorities. A wharf has been built for the use of whale ships, and every facility afforded them, with the most friendly disposition on the part of the natives.

The population of Otaheite does not exceed 10,500, showing a vast decrease since the first discovery, if the early estimates were correct. The causes of this decrease have been ascribed to war, infanticide, and disease; but I am led to believe that these have been as much over-stated as the population by its first visitors. The native resources of the island are great. There can be successfully cultivated to a great extent, the coffee, cotton, sugar, indigo, and other tropical plants and fruits; but the enervating character of the climate, and the abundant provision which nature supplies them, seem for the present almost to neutralize these advantages.

Several missionaries reside on Otaheite, have great influence with the Government and inhabitants, and are much respected. An opportunity was afforded us by the Rev. Mr. PRITCHARD, of visiting several examinations of the native schools, under charge of the missionaries; they gave much satisfaction. I availed myself of the opportunity of giving to each scholar a small present as an incentive to further exertions. About 3000 attend schools, and all the inhabitants are professors of Christianity; and one-third of the population read and write well.

Several vessels are owned in Otaheite, and they are admitted into the British colonies of New South Wales, on the same footing as English vessels.

I have the honor to be, sir, most respectfully, your obedient servant,

CHARLES WILKES,

Commanding Exploring Expedition.

Hon. JAMES K. PAULDING,

Secretary of the Navy, Washington.

U. S. SHIP VINCENNES, HARBOR OF APIA,

Island of Upolu, Navigator Group, Nov. 9, 1839.

**SIR:** I have the pleasure to inform you that we have completed the survey of all the islands of the Samoa or Navigator group, and shall sail to-morrow with the Peacock, Porpoise, and Flying Fish, for



Sydney, New South Wales, to meet our supplies of provisions which have been taken there by the Relief.

I regret that the lateness of the season prevents my completing at this time the surveys of other important islands in this vicinity, but shall avail myself of the earliest opportunity of doing so.

It is surprising that a group of islands so central, fertile, and producing so many advantages as this group, should have been overlooked by previous navigators; and I deemed it, therefore, more necessary to make as minute a survey as possible. For this purpose, I had recourse entirely to our boats and smaller vessels, the result of which has made known many new harbors and places of safety for vessels to carry on the commerce of these islands. Every part of the coasts of each of the eight islands has been carefully examined. The charts are now completing, which will give our results; but owing to the necessary daily duties are not yet completed, and will not be in time to forward by this opportunity.

Besides making the surveys, the scientific gentlemen and some officers have been sent over the different islands on excursions, by which I have obtained much valuable information relative to the productions, soil, cultivation, and the disposition and character of their inhabitants.

Among the harbors of Jutnilla, that of Pago Pago is the safest. Of those of Upolu, that of Apia is the most central and best of that island. It is situated on the north side, in lat.  $13^{\circ} 49' 13''$ , S., lon.  $171^{\circ} 41' 09''$ , W. Two others were found on the south side, and three on the north. Of those found on the island of Savaii, Mataatoo is the best; it is situated in lat.  $13^{\circ} 27' 54''$ , S., lon.  $172^{\circ} 20'$ , W. The harbors are formed by openings or breaks in the reefs, which surround the islands, and although not of great extent are commodious and safe with the prevailing winds. The coasts may be approached with safety, as the reefs are visible and soundings regular. The mean temperature is about  $76^{\circ}$ . The south sides of all the islands are cooler, and more subject to rain and winds than the north, and do not afford so many harbors and shelters.

During our stay, I had hourly observations made on the tides at four of the islands, the results of which will be interesting, and prove that the influence which governs these phenomena has not ceased to act in this part of the world, as some have reported. Other observations were made as usual.

Vessels visiting these islands can obtain complete supplies of hogs and vegetables. Water is abundant in all the harbors and easily obtained, particularly at Apia. Large streams of water empty into the harbors of all the islands, except at Savaii where springs are abundant. These islands may be visited with safety at all seasons of the year. From November to March, they are most subject to bad weather, when variable winds prevail. They are seldom visited by gales. Among the harbors there are those which may be selected for safety according to the season. The island of

Upolu is the most central, and being connected with Monono, where the principal chief resides, has the ascendancy over the whole group. The group extends from lat.  $13^{\circ} 40'$ , to  $14^{\circ} 18'$ , S.; and from lon.  $169^{\circ} 16'$ ,  $13''$ , to  $172^{\circ} 46'$ ,  $27''$ , W.

The island of Savaii contains 2,700 square miles.

Upolu	"	560	do
Jutnilla	"	240	do
Monono	"	9	do
Apolima	"	7	do
Tana	"	100	do
Orosurga	"	24	do
Ofoo	"	10	do

The population, number of native schools, missionaries, teachers, and pupils, as estimated, are as follows, viz:

Islands.	Population.	No. who profess Christ'y.	Native teachers.	Pupils.	Missionaries.	Whites.
E. Group,	2,000	150	5	150	—	15
Jutnilla,	8,000	2,200	31	1,900	1	12
Upolu,	25,000	8,000	50	6,200	6	25
Savaii,	20,000	4,000	36	3,700	3	18
Monono,	1,100	400	12	230	1	8
Apolima,	500	100	4	120	—	—
	56,000	14,850	138	13,070	11	78

About two-thirds of the whole population are said to be of the missionary or Christian party, and about 10,000 who read or write. The inhabitants generally reside on or near the sea coast, although at Upolu there are several large villages in the interior.

The Rev. Mr. WILLIAMS visited this group in 1830, when they were engaged in a general war, since which time they have been at peace. Several native teachers were established here by Mr. WILLIAMS, and the missionaries arrived from England in 1836. It affords me pleasure to bear testimony to the successful exertions of these gentlemen, in the great changes which must have taken place in so short a time, in the feelings, habits, and manners of the inhabitants. The language has been reduced to writing; a printing press established; books distributed; and a foreigner may now pass in any direction, meeting a hospitable reception from all. The native schools are well attended, and although accustomed to the rapid advancement of education in our own country, I was surprised to witness a more rapid one in these islands, proving that the natives are by no means deficient in the necessary faculties for rapid advancement in civilization. The war clubs and spears are disappearing, except as articles for traffic with the whites. Cannibalism is supposed never to have existed at this group. Few diseases exist; those common to tropical climates, and would, I am informed, yield to medical treatment. The islands are high and mountainous, and composed of lava, with several extinct volcanoes and well defined craters. The ridges extend from E. to W. as the islands lay. The highest peak is about 3,500 feet above the level of the sea; they gradually descend towards the sea, forming slopes susceptible of a high state of cultivation. Earthquakes are frequent; the

motions are tremulous and horizontal, which produce the sensation of sea-sickness. The soil is richer than upon any of the islands visited by us, and by cultivation would produce all the tropical fruits and plants. Sugar cane is found wild and of large size; also coffee, cotton, arrow-root, bread-fruit, taro, yams, sweet-potatoes, oranges, pine-apples, bananas, vir-apples, and spices. The missionaries have introduced cattle, horses, sheep; and goats. Various seeds, procured in the U. S., have been distributed through our horticulturists, agreeably to your instructions, and in a few years I have no doubt that the supplies will be abundant.

It affords me pleasure to report, that I have received from the officers and scientific gentlemen all the aid which it was in their power to afford, in the discharge of the various duties required.

The unpleasant weather difficulties at the islands, and a desire to complete our surveys in such a manner as to avoid a second examination of any part, have detained me longer at this group than I could have wished; which, with the unavoidable delay experienced early in the spring (of which you were informed) render it impossible to visit the Feejee group this season, without protracting my arrival at Sydney too late to make the necessary preparations for our Antarctic cruise.

The health of the squadron generally is good.

The return to this harbor of the other vessels of the squadron, and the completion of the duties required here, will enable us to sail in company for Sydney.

I have the honor to be, sir, most respectfully, your obedient servant,

CHARLES WILKES,

*Commanding Exploring Expedition.*

Hon. JAMES K. PAULDING,

*Secretary of the Navy, Washington.*

**NEW STEAM VESSEL.**—Experiments are in the course of being tried with the model of an entirely new form of steam vessel, and, as far as they have yet gone, with every prospect of a successful result. At present we can only state of this remarkable invention, that there are no paddle-wheels, nor external works of any kind. The whole machinery is in the hold of the vessel, where a horizontal wheel is moved by the power of steam, and, acting upon a current of water, admitted by the bow and thrown off at the stern, propels the mass at a rapid rate. By a very simple contrivance of stop-cocks, &c., on the apparatus, the steamer can be turned on either course, retarded, stopped, or have her motion reversed. This will be literally a revolution in the art of steam navigation.—*London Morning Chronicle.*

[That the British may not claim the merit of entire originality in the abovementioned improvement in the mode of propelling steam vessels, we will state that an officer of the United States navy obtained a patent more than six months ago for a similar improvement; and that he has a model of it which has been examined by scientific gentlemen in Washington, who highly approved of it. The whole machinery is situated below the water line, out of the reach of shot. We allude to this invention of our countryman now, only for

the purpose of claiming his right to it, should it hereafter be brought into successful operation, and we be accused of copying from other countries.—*Ed. A. & N. Chron.*]

#### ARRIVALS AT WASHINGTON.

June 10—Lieut. R. H. Ross, 7th Infy. Bladensburg.  
Lieut. W. A. Nichols, 2d arty. Fuller's.  
Capt. W. B. Guion, Top. Engr's do  
11—Lt. Col. S. H. Long, do

#### LETTERS ADVERTISED.

TALLAHASSEE, June 1, 1840.

ARMY.—Adj't. 6th Inf'y. Capt. B. L. Beall, Lieut. L. C. Easton, Capt. S. Eastman, Lt. Col. J. Green, 2, Lieut. R. S. Granger, Lieut. E. Johnson 2, Lieut. J. H. King, Capt. D. S. Miles, Lieut. S. E. Muse, Lieut. Wm. Mock, Lieut. R. J. Powell 2, Lieut. M. R. Patrick, Major B. Riley, Lieut. R. Ridgely, Lieut. G. H. Talcott.

WASHINGTON, June 15, 1840.

ARMY.—Capt. C. Graham, Capt. W. B. Guion, Lieut. J. Monroe, Capt. W. G. Williams.

NAVY.—P. Mid. J. F. Armstrong, Mid. E. F. Beale, Lt. Com. Geo. S. Blake, Purser G. R. Barry, Commo. E. P. Kennedy, P. Mid. B. R. Nicholls, Lieut. G. J. Pendergrast, P. Mid. J. W. Read.

MARINE CORPS.—Capt. J. Edelin, Lieut. R. D. Taylor.

#### Domestic Intelligence.

##### FLORIDA WAR.

TALLAHASSEE, June 6.—Gen. Armistead, we learn, is making every preparation for a campaign against the Indians in the east, and has likewise called on the Governor for a volunteer force for the defence of the settlements. His requisition is, we understand, for 1,000 men—500 mounted, and 500 foot. The former can be readily furnished; we doubt, however, if that number of footmen can be found to volunteer.

From the representations we have had of the energy and activity displayed by Gen. Armistead, in preparations for continuing the war, we hope this campaign may prove of great advantage. We doubt not it will result in destroying the crops and supplies of the savages; and if kept off the settlements, and prevented from obtaining their usual amount of plunder, will render their situation as to provisions much more uncomfortable than usual. But the greatest vigilance is necessary to defend the frontiers. Experience has proved that whenever routed from their fastnesses and driven from their supplies, the savages quarter upon the defenceless frontier settlers for revenge and restitution. We hope the utmost vigilance will be observed at all the stations, and that the scouts will be kept up with more than ordinary zeal.—*Floridian.*

Col. Bailey has just returned to camp, after some twenty-eight days spent, with great toil and fatigue, in beating the swamps and hammocks from the Ocilla to the Suwannee; and has brought with him ten prisoners—six women and four children. In pursuing the Indians, one woman was shot, mistaking her for a warrior. The men attached to the party captured, were absent hunting. These Indians were taken by a detachment of sixteen men, under Captains Hall and Townsend, who, after the troops had destroyed the crops of corn, etc., determined to make one more effort after the Indians. The captives have been treated with every humanity, the men even giving up their horses to them on their return march to camp. Their own husbands would rather have made them pack-horses upon such occasions.

The whole detachment consisted of 200 men, 100 mounted and one hundred on foot. Col. Bailey and his officers have done well. The hammocks have been well scoured, and many towns broken up, and



crops destroyed. In Pumpkin Hammock, near Cook's, where the prisoners were captured, the corn was, in some places, fit for roasting.

General Brown, (commonly known as "*Canada Brown*,") and Mr. Green, (son of Col. Green, of the 6th infantry,) volunteered their services on the scout, and did their duty with the rest of the men.

Col. Bailey brings back all his men, though a number are suffering from sickness and fatigue.—*Ibid.*

ST. AUGUSTINE, June 5.—A cordon of posts are to be established across the peninsula from Fort King west to the Withlacoochee, and east to Smyrna. These posts are to be garrisoned by regulars.

An order has been issued by his Ex. Gov. Reid, to raise 500 mounted men, and 500 footmen, for the defence of the frontier. Capt. Mickler has been mustered into service, as well as Capt. Pelliser; of this city, with a mounted force. Capt. Mickler, with 25 men, is ordered to the head of North river, and take such position as will answer the purposes of defence. Capt. Pelliser, with 20 men, has been ordered to garrison Six Mile Post.

Indians have been around the posts on the Picolata road during the last week.

A scout, under Capt. Bonneville, and Capt. Holmes, 7th infantry, recently left Fort King, for an examination of the *Big Swamp*, guided by an Indian woman. The distance marched was 20 miles. Capt. Holmes, came upon large fields under cultivation and over an hundred Indians preparing for their green corn dance. They immediately fled, leaving an infant asleep. A large amount of their plunder was obtained, consisting, among other things, of soldiers' dresses, and a ring recognized as belonging to the late Lieut. Sanderson. Capt. Bonneville unfortunately did not come up in time, by mistaking the trail, and they effected their retreat. This place is only seven miles, in direct line, from Fort King, and has been for the first time visited by white men since the war.—*News.*

Information has been received from Captain GRAM, of the corps of Topographical Engineers, now on a survey of the mouth of the Suwannee, Florida, that he has discovered a deeper passage than that of either of the channels heretofore used, and "which saves the necessity altogether of steamers and other vessels from the military depot at Cedar Keys, going to sea. This passage being entirely inland, it cuts off a distance of about ten miles, principally at sea. Frequently, in bad weather, the steamers supplying the army could not make their trips in consequence of this exposure; they can now pass at all times." "This discovery will, in a few weeks, save the Quartermaster's Department the whole amount of the survey."—*Globe.*

UNITED STATES AND TEXIAN BOUNDARY.—The Commissioners on the part of the United States and Texas, for marking the boundary between these two nations, met at Green's Bluff, on the Sabine river, on the 15th of May, in pursuance of the adjournment which took place in March last, for the purpose of allowing each of the two Commissioners an opportunity to refer to his government a disputed question which was raised as to the proper point of commencement of the line, and whether it should run along the western bank of the Sabine pass and lake, or along their middle from the sea to the head of said lake.

This question has been decided, sustaining the Commissioner on the part of the United States in the position originally taken by him: that is, the line will be commenced at the point where the Sabine discharges its waters into the sea, on the gulf of Mexico, and will proceed thence along the bank of that river (including what is called the "Sabine pass" and "Sabine lake,") until the said western bank intersects the 32d degree of north latitude, and thence by a due north line to Red river.

This secures the United States in the exclusive jurisdiction over the waters of the pass and the lake in as full a manner as over the rest of the river as far up as the 32d degree of latitude, which is altogether in accordance with our view of the true intention of our original treaty with Spain of 1819, which constituted the basis of the conventions, with Mexico in the first place, and with Texas afterwards, for the demarcation of this boundary.

The work will be pushed, with a view to the completion of as much of the line as shall be practicable this summer.—*N. O. Bulletin.*

MEXICO AND TEXAS.—By a letter received in Elizabeth City, N. C., from an officer in the Texian navy, (a native of North Carolina,) of the 6th of May, it is stated that the Texian Government had given Mexico until the 1st of June to acknowledge the independence of Texas; and if they (the Mexicans) fail to do so by that time, the Texians intend to send their whole navy down on the coast of Mexico and wage an offensive war against that country.

This intelligence came to the officer above alluded to, direct from Commodore Moore, the commander-in-chief of the Texian navy, who was immediately from the seat of Government.

*Reported for the Public Ledger.*

#### NAVAL GENERAL COURT MARTIAL,

AT PHILADELPHIA.

#### TRIAL OF COMMODORE ELLIOTT.

THURSDAY, May 28.—The Court met pursuant to adjournment. Present all its members, the Judge Advocate and Commodore Elliott. The proceedings of yesterday were read.

*Mr. Hutchinson, affirmed.*—[The charges and specifications against the accused, so far as it was purposed to examine the witness upon them, were read.]

I am the American Consul at Lisbon. In the month of January, 1837, the Constitution arrived at Lisbon; almost immediately after her arrival, Capt. Boerum and Lieut. Bullus called on me, and requested me to assist them in the purchase of some plate for Com. Elliott, they being a committee appointed by the crew to purchase some plate with money raised for that purpose, and requested my advice and assistance; I am under the impression that they said the sum was \$750, but I afterwards learned that it was only \$650; after some conversation as to the articles to be purchased, we went to "Silver street," as it is called, and saw a great variety of plate; they not coming to any conclusion upon the articles to be purchased, I suggested to them the propriety of consulting Com. Elliott as to what he would like; they objected to that—thought it would not be proper for them to speak to him on the subject; I stated that on similar occasions I had frequently known it to have been done, and that, if they had no objection, I would speak to him; they said they had not; I spoke to Com. E., and told him they were at a loss to know what to get; he stated that it was an affair between the crew and these gentlemen, that he had nothing to do with it; he at length consented to go with me to Silver street; Capt. Boerum and myself had previously made one or two visits without Lieut. Bullus, and on asking Capt. B. why Lieut. Bullus would not accompany us, he excused him, as he was lame.

After this I had no further conversation on the subject with Lieut. Bullus. At length the tureens were selected, when Capt. B. informed me that they would come to more money than the sum raised—the silversmith said if he sold but one, he would charge for the workmanship of the two—that he would deduct from the price only the weight of the silver of the one left. Capt. B. and myself agreed to purchase the two, with the understanding that the excess should be paid for by the commodore. The plate was purchased both before and after, and the same inscription placed upon it. The reason of my wishing to consult Com. Elliott

was, that these gentlemen wished to have some plate made.

*By the Judge Advocate.*—Com. Elliott, when he visited Silver street, saw the tureens mentioned. I recommended him to purchase the additional tureen, as he would get it for almost nothing—only the price of the silver. It was after the visit with Com. Elliott that Capt. Boerum and myself purchased the two tureens. I stated that if they did not take the tureen I would take it myself, it was so cheap, and a very handsome thing, and said that it was a pity to separate them, the commodore had better take them both. I do not know who was to pay the difference between the money subscribed and the price of the silver—I understood another subscription was afloat, but that the commodore would make up any deficiency. [The original bill of the four pieces of silver purchased was shown to and proved by the witness; its amount in dollars was \$1088 88; it was accompanied with a receipt, dated 24th January, from Capt. Boerum.] Why the inscription upon the pitcher does not appear in the bill, I do not know; whether it was an omission, or whether it had not been put on that particular piece of plate at that time, I cannot say. The inscription was in these words: "Presented as a mark of respect to Commodore J. D. Elliott, of the United States Navy, by the crew of the Constitution"—the paper bearing it, the witness said he believed to be the one sent to the silversmith.

*By the accused.*—I visited Com. Elliott on board ship frequently, but am not aware that any conversation took place on board of ship on the subject of the plate; when I did speak to him on the subject, he said it was no affair of his. I recollect of conversing with Com. Elliott on the subject of his paying the difference in the plate, but I had nothing to do with any money transaction, except of giving my advice as to its purchase. I always understood that Capt. Boerum was to pay; where the money was to come from, I do not know. When I spoke to Com. Elliott, he never seemed to want to talk upon the subject, always said it was a matter entirely between the officers and men.

When Com. Elliott accompanied me to the silversmith's, all the four pieces, with a variety of other plate, were shown. I do not know how much other plate Com. Elliott purchased of the same smith—that he paid for himself, as well as for some purchased elsewhere. The inscription was ordered to be engraved by Capt. Boerum. I paid all the money over to the smith for all the four pieces of silver at the same time. The whole amount of the bill came to me at the same time—I think \$1089—twelve cents more than the amount. The bill of the silversmith made no distinction which of the pieces were paid for by the crew, and which by Com. Elliott. I was under the impression that the tureens were purchased by the crew, but it was a mere impression. I cannot say that any one of the pieces of plate was more certainly bought and paid for by the money of the crew than any other, but I can say that the two pieces were—the tureens. The bill expresses for the engraving of two pieces, \$6—but when I paid the bill the silversmith demanded \$9 for engraving, \$3 more than expressed in the bill. There was no after engraving that I know of; there was no engraving but that on the two pitchers and two tureens. The silversmith sent the plate to my house—from my house it went on board—every piece had the inscription on at that time. The plate was purchased with consent of Com. Elliott, he agreeing to pay the difference. I have been Consul of the U. S. at Lisbon for twenty-seven years. I knew Mr. Offley, the Consul, at Smyrna—he was as benevolent and as good a man as I ever knew. I knew the case of presents of plate having been made to Lord Beresford, Mr. Canning and others, and they were consulted as to what they would like. I cited these cases to Mr. Elliott when I spoke to him.

*Chaplain Thomas R. Lambert, sworn.*—[The charges and specifications against the accused, so far as it was purposed to examine the witness upon them, were read.]—I left New York in the frigate United States in June, 1836, for the Mediterranean, as chaplain of that ship; I was attached to her till April, 1837, when I was ordered to the frigate Constitution; I remained attached to her until July following; about three months or a little more, when, without any previous intimation, I received orders to repair to the U. S. schooner Shark; about the time the ship was getting underway.

[The several orders were here shown, proved, and read.]

I obeyed the order with all possible despatch; the ship was not hove too; the wind was blowing fresh; I reached the Shark between 8 and 9 o'clock; just before 9; sometime after dark; I lost some of my baggage in getting from the Constitution to the Shark; I became very wet and uncomfortable; the next day we fell in with the Constitution off Candia.

*By the Judge Advocate.*—I lost my baggage in passing it from the ship to the boat, the ship being underway; the distance of the Shark from the Constitution was about six miles, I should judge; I became wet by the boat shipping several seas; we fell in with the Constitution the next morning; I remonstrated, in writing, against the removal; we did not fall in with her again until we met at Mahon in October; the Shark went to Salonica in search of pirates; after leaving Suda from thence to the mouth of the Dardanelles; she then touched at one of the islands to leave her pilot on her return thence to Malta; thence to Mahon; we found the United States there, which I joined after 17 days quarantine; the Constitution arrived in about a week after my joining the United States; Capt. Elliott had shown hostility to me previous to my leaving the Constitution to go on board the Shark.

*By the accused.*—I joined the service in 1833 as chaplain; I am in my 29th year.

[Out of respect to the clerical profession of the witness, Commodore Elliott declined any further examination.]

*Lieut. Johnston, sworn.*—[The charges and specifications against the accused, so far as it was proposed to examine the witness upon them, were read.]

I was present at the race at Mahon, and was one of the parties in making it. After the heat had been run, I went to one of the coming out judges, and asked him if the horse had been distanced? He told me he thought not. I turned to go to the distance judge and met an English midshipman, who held a purse that had been bet: he said it was mine. I met Charles G. Hunter, and told him the horse was distanced. He said "by G—d it was impossible." I continued on to the distance judge, Mr. Chas. G. Hunter following after me. Mr. B. W. Hunter said it was a distance, as fair a distance as he ever saw. At this time some one asked Mr. Craney, who held the flag at the distance stand, which side of the line the horse was on when the mare ran out? He said, pointing, on this. Mr. Chas. G. Hunter turned round then and said, "by G—d, it is not a distance." Mr. Craney stepped outside of the line, (he was standing between the distance and coming-out posts,) when Com. Elliott rode up and told Lieut. Hunter to keep silence, and never to separate the gentleman from the officer. Mr. Hunter said "I never do, sir." The commodore replied, "You do, sir; you are doing it now—keep silence, and go on board of your ship," at the same time threateningly shaking his stick at him. After Lieut. Hunter had gone on board of his ship, the commodore called to me and asked me what the difficulty was. I told him there was some dispute about the distance. He said "by G—d, it was a distance, and the mare shall not run again." The next day he sent for me at his house, and wished to know if he was right in the leading particulars of the previous day's occur-



rences—and he related them. I told him he was not right in a single particular; that I did not consider his interference necessary—and if it was, it would have been better to have called Lieut. Hunter aside, rather than hurt his feelings in the public manner he had. He said, in reply, I was right, and if it was to do over again he should act differently.

*By the Judge Advocate.*—Com. Elliott's manner in shaking his stick at Lieut. Hunter I considered grossly insulting; Lieut. Hunter's manner was entirely respectful towards the commodore; the distance between them was about six or eight feet; the back of Lieut. Hunter was towards Com. Elliott when he was first addressed by him; he immediately turned round.

*By the accused.*—The bet held by the English midshipman, I had made with the English Consul—perhaps with Mr. Davis and others; the English Consul was on the ground, but not at the coming out place that I saw; Gen. Oregon and other distinguished officers were present at the race; Lieut. Hunter, I think, did contradict Com. Elliott positively twice, yet his manner, considering the gross indignity that had been offered him, was exceedingly respectful; I do not recollect that the day after the race, the commodore inquired of me who and what kind of a man Lieut. Hunter was, nor do I recollect the statement that Com. Elliott gave me of the circumstances; I remember that it was at variance with my view of it.

The Court adjourned to 10 o'clock to-morrow (Friday) morning.

**NAVAL REPRIMAND.**—On Saturday, at 11 o'clock, the order of the Secretary of the Navy to read publicly, in the presence of all the officers of the Philadelphia station, the reprimand of Midshipman Charles Weston, was complied with. The document is quite a lengthy one, and was read by the clerk of the yard before a large auditory, in the room occupied by the Court Martial—that body having adjourned for the purpose. Midshipman Weston, it will be remembered, was tried at Norfolk in March last, on a charge preferred against him by Lieut. Kennedy, who, we believe, was the second lieutenant of the frigate United States, to which they were both attached. The specification in the charge was a breach of discipline in disrespectful conduct to superior officers. He was convicted and sentenced to the somewhat novel punishment in the navy of a dismissal from the vessel to which he was then attached, and to be publicly reprimanded by the head of the naval department—the reprimand to be read at every naval station in the Union as early after its receipt as practicable. The paper, though ostensibly a reprimand of Midshipman Weston, it struck us upon the reading, was far more lenient in its censure of that individual than it was of the captain and first lieutenant of the frigate to which he was attached. The Secretary, in narrating the case of Mr. W., accompanies it with a recital of many extenuating circumstances; whereas, the arbitrary conduct of his superior officers in command, the captain and first lieutenant, is rebuked without qualification. The paper, like every thing emanating from the polished pen of Secretary Paulding, is smoothly and handsomely written; and, though dealing censure, does it in language so chaste and terms so bland, that but for its title we should be strongly inclined to think that Midshipman Weston would esteem it an epistolary expression of civility and kindness, rather than the rebuke of that august tribunal, a Naval Court Martial.—*Philadelphia Ledger.*

**THE EXPLORING SQUADRON.**—Letters have been received in this city from persons on board the Exploring Squadron, dated on the 26th of December last, at which time the squadron was under sail from Sydney (New South Wales) bound south. The squadron had been treated not with courtesy merely, but with great kindness by all the respectable and well-considered people of that British colony. The

impression which our officers left behind them, when they sailed away, may be discovered from the following article, copied from one of the newspapers of that colony, which has reached our hands.—*National Intelligencer.*

*From the Sydney Herald of December 30.*

**THE AMERICANS.**—The American squadron took leave of us on the 26th instant, at a very early hour in the morning. In their passage outwards they were not merely beautiful, but *grand*—the noble forms of the vessels—the “swelling bosom” of the sails; and, as it is not only the *vision* but the *mind* which grasps the idea of greatness, so he who might have seen that “exit” of our American relatives (are they not relatives? are they not *blood* relatives?) could not refrain to think, and say to himself, “These are of British offspring!” They have proceeded to the icy regions of the South. May they return to their native land in safety and happiness! The squadron, which is under the command of Captain Wilkes, are pursuing very important objects. Let us express a hope that they may be successful, and that they will return to their native land, not merely with safety, but enjoying the proud consciousness that they have been successful in the project they have undertaken. The American officers, one and all, express themselves in the highest terms which a sense of gratitude can suggest, for the attention they have met with in this colony; while, on the other hand, all who had intercourse with *them* uniformly express their admiration of the gentlemanly conduct and the intelligence of every officer in the squadron. But we had much in our favor, and they had much to incline us to them. We have sprung from the same stock, and the shoot is rapidly overshadowing the earth. Yes, let scoffers rail—let jesters joke—but the equitable principles maintained by the American people are being carried on the winds all over the civilized world. We speak the same language as the Americans—through our veins.

“Their hearts’ blood tracks its parent lake” to the “parent” country; and why should not we and they be as friends—as brethren? We are so at present—long may we continue so! At this distant part of the world, the Americans must have heard the same language which they use, and witnessed the same mode of life to which they have themselves been accustomed, with strange feelings, but, at the same time, with great pleasure. The expedition will, we have no doubt, be beneficial to science; and this colony will still further be appreciated. Books relating to colonial affairs, and colonial newspapers, will be dispersed throughout the United States; and the people here will thus be brought into notice. Some of the gentlemen connected with the squadron have remained in the colony for the purpose of prosecuting scientific pursuits; and we are quite sure that, in the journeys which they may find necessary to make, they will experience that hospitality for which the settlers of New South Wales are so eminently distinguished. With respect to all and sundry on board the squadron that has left us, we express a hope that they may have passed a merry Christmas here, and a sincere hope that they may enjoy a happy new year, wherever they may be!

**IMPORTANT DISCOVERY.**—We need not endeavor to impress our readers with the importance of the following communication. It is from a lieutenant of the U. S. navy:

U. S. SCHOONER ENTERPRISE, }  
Pernambuco, May 6th, 1840. }

MY DEAR SIR: I have the pleasure to communicate to you the intelligence of the discovery of a new island or continent, as it is called, in the Southern Ocean, by the French exploring ships Astrolabe and Zélée. This information was brought here by the English barque Calcutta, from Van Dieman's Land, on board of which were some specimens of *granite* rock, and also a chart of the coast. The land has been called Adilie,\* and is laid down from the longitude 139° 31' east of Paris to 188° 30'; and latitude from 65° to 67° south. It is reported that the land is completely protected by an icy barrier extending many miles into the sea. As this

will no doubt be the first information received in the United States, I take much pleasure in conveying it to you. Your friend and humble serv't,

J. A. WINSLOW.

ED. EVENING SIGNAL.

P. S. This is the French Exploring Expedition which was quietly sent to sea, during all the noise which was made in the United States about our own.

\*No doubt in honor of the French Queen.—*N. York Signal.*

**AMERICAN WHALE FISHERY.**—It appears by a table just published in the *Nantucket Inquirer*, that upwards of 500 American vessels are engaged in the whale fishery, of which 364 belong to ports in Massachusetts, with an invested capital of \$9,800,000.

### Foreign Miscellany.

*From Wilde's Yachting Expedition along the shores of the Mediterranean.*

**THE EGYPTIAN FLEET.**—The Egyptian fleet was moored at the entrance of the harbor; and in number and appearance far surpassed what we had heard of it. They are a magnificent set of vessels, all in commission, in the most perfect order; the majority of them two-deckers, but mounting many more guns than ours of a similar class; with round sterns, and all the modern improvements in naval architecture. The yacht of the Basha is a most beautiful craft, magnificently fitted up, and fully equal to any of the Cowes squadron. On bringing up we were visited by a health officer; and seeing the yellow flag lying from some Swedish men-of-war, were rather frightened lest we should be again in quarantine, but were admitted *sans ceremonie*, and immediately after the Egyptian admiral sent his boat with two officers to know if he could be of any service to us. They were exceedingly polite, and spoke very tolerable French. They use more men in their boats than is usual in vessels of war, and direct every thing by the boatswain's whistle, even to the stroke of the oars. Altogether the harbor of Alexandria presented a picture the most imposing; and the stir and bustle, both warlike and commercial, one we could have had no idea of. The flags of the different nations of Europe were here displayed beside the red banner of Mohammad Alee, to which he has added a star within the crescent. Were this port to be taken as an index of the flourishing state of the country, great indeed would be its wealth.

**THE DOCK-YARD OF ALEXANDRIA.**—We must pay a visit to those fine vessels now upon the stocks; and here is one just ready to be launched, which I will tell you something about, without having your ears assailed by the most stunning of all noises, the caulking and coppering. This is a two-decker, but corresponding in number of guns to our three-deckers, than any of which it is larger, being 3,000 tons. It is not so long as some of ours, being but 189 feet by 40 feet in beam, and will mount 100 guns. The timber of these vessels is confessedly very inferior, and much smaller than would be used in any English vessel of war; but as there are no forest trees in this land, most of it is imported from Trieste. They endeavor to make up in quantity for deficiency in quality, so that the bottoms of those vessels are perfect beds of timber. This is the *tenth* of this class, and there are eight in commission. The ninth was brought out of the docks yesterday to be rigged and got ready for sea. The complement of men on board each of these is 1,005, including officers, who in rank and number correspond to those of the English navy. Besides the ten line-of-battle ships, there are seven frigates, an armed steamer, four corvettes, eight brigs, and other small craft in commission. So far as the vessels go, they are, I suspect, rather more than a match for the Porte.

In our walk round the yard we were surprised at the number and extent of the works, all divided into their several departments, and at the order and regularity that prevailed. Brass foundries, carvers, blacksmiths, carpenters, sail-makers, and all the different requisites in ship-building, upon a most extensive scale, all worked by native hands, who amount to about 800. The stores and arsenal were as neat, as clean, and as orderly as could possibly be. Originally the heads of the different departments were Europeans, but at present the situations are nearly all filled by natives, who rose under their instruction, or were educated in France or England; among them was the principal mathematical instrument-maker, a very intelligent young man. How very fluently, and with what a good accent, many of these speak our language! There is an extensive rope-walk, and we saw some of the cables being worked by a patent machine; the head of this department is a Spaniard, but there is also a native fully capable of conducting the work. I was much struck with the skill and neatness of several of the workmen, particularly in brass-turning, carving, &c. We were shown a handsome room for the drawings, plans, engine-work, &c., and several models of the crack English vessels.

There is a mosque in the yard, whither the men go five times a day to pray for about five or ten minutes. It is a small, but pretty building, covered with clematis and other creepers now in bloom, and has a pretty fountain attached to it, where the men perform their ablutions each time they go to worship. All the workmen are enlisted in the Basha's service, as sailors or soldiers, and are drilled occasionally. They are fed, clothed, and get from fifteen to thirty piastres a month pay, which they and all the men in the service of Mohammad Alee receive into their own hands, to prevent any sort of peculation. The wages of these artisans are raised according to their merit, and are never in the same arrear as those of the army and navy. The greater number are married, their wives inhabiting wretched hovels outside the town; if they have sons, each receives fifteen piastres a month from the government, and the child must be brought to receive it in his own hand. Their wives are all in some sort of traffic or huxtering, and tend much to the support of their husbands; so that the more wives a soldier or tradesman in Alexandria has, the better he lives! The majority have a plurality, and if sons are the result, it is rather a good speculation.

The men work from sunrise to sunset, with the exception of an hour at breakfast and dinner; they get three meals a day, and during our visit the drum beat to the mid-day meal, which consists of a plentiful supply of coarse brown bread and bean porridge, and for breakfast they are allowed, in addition, olives with some vinegar and oil. All the artisans are given meat once a week, and the troops once a month. They are divided into messes of three and five each. The greatest order and quiet prevailed, and if the countenance be an index of the inner man, contentment seemed to reign amongst them. The anchors and most of the foreign goods in the dock-yard were English, and there was also a vast number of fine brass and metal guns, in most perfect preservation, lately fished up in Aboukir Bay.

**ECONOMY OF AN EGYPTIAN MAN OF WAR.**—I found this vessel and others that I visited particularly clean and orderly; and this is the more marked, as there is a greater quantity of brass inlaying and ornamental work in them than is usual in any of our men of war. This is a 100-gun ship, but equal in tonnage to ours carrying 120. The uniform is a dark brown; and the officers are principally distinguished from the men by the fineness of the regimentals, and having an anchor, star, or crescent, emblematic of their rank, and composed of silver, gold, or jewels, on the left breast. In the navy as well as the army, neither beard nor whiskers are allowed, except the



moustache; all must be close shaven daily. This at first was considered a very great innovation, and was loudly complained of as quite too Christian and uncircumcised a form. The men are trained to military tactics as well as to go aloft; and in this latter they are often very clumsy, to the no small amusement of any English tars who may be lowering top-gallants or reefing topsails at the same time. But much cannot be expected from a navy called into existence since the battle of Navarino, and whose service has heretofore consisted in a visit to Candia during the summer. There is a moolah or priest on board each ship. The men are now allowed to smoke in watches, and a certain number each night are permitted to go to their families, who live near the town. There was an air of great simplicity in the officers' berths, even in that of the captain's; a plain dewan surrounded two sides of the cabin, a table with writing materials, and a couple of chairs; and on the side of each was hung a plain glazed frame, in which was written the name of God, and sometimes a verse of the Koran underneath. From a desire to avoid even the appearance of any "graven image," there are no figure heads to any of the Egyptian vessels.

THE PACHA'S COLLEGE AND SCHOOL OF MEDICINE.—I was next transferred to the care of Dr. Siche, who conducted me through the college and school of medicine, which, as I before stated, forms a part of the building of the hospital, so that the student has but to cross the court from his dormitory to the ward, and can proceed from thence in a few minutes to the dissecting theatre or lecture room, become acquainted with materia medica under the same roof in which he sleeps, and enjoy his morning's walk in the botanic garden beneath his window. Besides this, they are all required to become acquainted with practical operative chemistry, and for that purpose are sent for a certain time to work at the chloride of lime and saltpetre manufactories. This system, added to that of the general medical education here given, is one well worthy of imitation in Great Britain, and reflects no small credit on its founder, Clot Bey.

At the date of my visit there were three hundred students in the college, who were fed, clothed, educated, and *paid* by the Basha. The dormitories and other apartments of these young men were clean and airy, and they themselves appeared orderly and attentive. They all wear a uniform, are regularly drilled as soldiers, and rise in rank and pay according to their proficiency. The pay varies from twenty to fifty piastres a month; and they are allowed out of the college once a week, on the Sabbath.

The nominal duration of study is five years; but the greater number are drafted off into the army or navy after three years; some few remain as long as seven.

The school of medicine consists of seven professorships, viz: anatomy and physiology, surgery, pathology and internal clinique, pathology and external clinique, medicine and chemistry, botany and materia medica, and pharmacy. Instruction is given by means of an Arab interpreter or dragoman; the professor writes his lecture, and it is translated to the class by the interpreter. The majority of the professors are French, and the salary is somewhat more than £200 a year. They are all obliged to wear the Egyptian uniform and shave the head, but no sacrifice of religion or principle is demanded; and I need hardly remark that all Europeans or Christians are under the protection of their respective flags, and should they be convicted of any misdemeanor, must be handed over to their consul.

The laboratory contained a good chemical apparatus, and the dissecting-room several subjects. This latter indispensable requisite to medical education it would be scarcely worth mentioning, but that it occurred among a people whose strong religious preju-

dices prohibited even the touching of a dead body in some cases; and the introduction of this novel science was one of the most difficult things Mohammad Alee had to enforce for a long time. He in the first place referred it to the priesthood, who obstinately set their faces against it, declaring it utterly incompatible with the religion of the Prophet of Mecca. The Basha's answer—that it was his royal wish and pleasure that they should legalize the act, and that if they did not speedily do so it was more than probable they themselves should form material for the first experiment in this branch of the practical sciences—soon brought them to reconcile their prejudices with his unbending will.

THE PAIXHAN GUN.—These guns, which are now very generally adopted in the British, as well as in the French service, and since the period in question, have also been introduced into that of the U. S. are perhaps the most formidable warlike instrument of modern invention. That on board the *Dee* we had ample opportunity of examining. Its length, I think, was not less than fourteen feet; and its bore was so considerable as to admit of a hollow shot, which when charged, weighed eighty four pounds English, but which, had it been solid, would have reached the extraordinary ponderosity of 140 lbs. The weight of the whole machine, with its carriage, and the powerful pivot on which it turned; so as to traverse round nearly three fourths of a circle, was equal, as we were assured, to no less than eight tons. On board the *Dee* it was placed in the after part of the ship, and was provided with a circular railway, to diminish the friction in turning it. A few months before, at the time of my visit to Fort Royal, Martinique, which has since been the scene of such a lamentable catastrophe, the French Admiral, De la Bretonnière, was good enough to invite me on board his frigate, *La Didon*, carrying at that time, on two decks, 64 guns of various calibre, although rated only at 60; for the purpose of pointing out to me the tremendous power which his four guns *à la Paixhans*, could be made to exercise. On board the *Didon* these guns were placed on the lower deck (but not turning on a pivot as on board the *Dee*,) two on either side as near as possible amidships; and as the admiral explained to me, they were calculated, (although the experiment had not then been tried) by the bursting of the shot or shell after being embedded in the side or wall of the enemy's ships, to which it might be opposed, to make a hole between wind and water, not less than three feet in diameter. I am not sufficiently acquainted with the power of these formidable projectiles, to be able to form an opinion of the accuracy of Admiral De la Bretonnière's calculation; but there can be very little doubt that in the next naval war mankind may be afflicted with, its issue will, in a great measure, depend on the application of the steam engine to the purposes of navigation, in combination with this new and terrible invention.—*Turnbull's Cuba.*

DIVING BELL.—We quote the following from the *Armorican*, of Brest: Mr. H. Davey, after long exertion, has succeeded in finding the remains of the *Republicain*, which was wrecked on the rocks of Maingan on the 25th of December, 1794. The day before yesterday he landed her bell at the arsenal, presenting it as the first fruits of his undertaking. All the articles which may be recovered are to be divided between him and the marine. He has also landed a brass cannon, weighing about 10,000 lbs. Mr. Davey hopes to be able to recover most of the brass guns of the ship, which are said to be 27. This will be one of the most difficult and dangerous operations ever undertaken by any diver, on account of the depth of the water, between eighteen and twenty fathoms, and the rapidity and strength of the current; but Mr. Davey has brought his apparatus to such a state of perfection that he is able to triumph over these two great obstacles. The bell and cannon

recovered have suffered very little from their long submersion. The bell bears the name of M. Le Beurrière, who owned a large foundry at Brest.

**NEW PERCUSSION MUSKET.**—Col. Hotten made an experiment on Sunday on the heights of Lacken, in the presence of the Austrian, Prussian, and Danish envoys, and the Marquis de Bassano, of the legation of France, of a newly invented percussion musket, for the use of the army, which proved satisfactory, particularly in respect to its infallibility in firing during rainy weather. The cartouch was previously thrown into water, where it remained for some time previous to the musket being charged. The musket was also dipped in water, as well as the barrel being filled with water. Nothing impeded the musket from firing, and the ball going to its destination.—*Brussels paper.*

**FRENCH NAVAL PREPARATIONS.**—Five Government steamers, of 220-horse power, are to be launched this year at various French ports, viz:—The Platon, at Brest; L'Asmodie, at L'Orient; L'Infernal and the Gomer, at Rochfort; and the Ténare, at Toulon. A Toulon paper states that more ships of war are to be got ready for sea immediately, namely, the Ville de Marseille, line-of-battle; two frigates, the Urania and Melpomene; and two corvettes, the Circe and Cybele.

## ARMY.

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 20. } Washington, June 11, 1840.

I. The board of officers instituted by the direction of the President of the United States, whereof Brevet Brigadier General J. E. Wool, Inspector General, is President, and which convened at Baltimore, Md., the 25th of May, 1840, "for the purpose of investigating certain allegations made against Major T. W. LENDRUM, Commissary of Subsistence, and Captain S. B. DUSENBERY, Assistant Quartermaster, in relation to the manner in which they have performed their duties in the Subsistence and Quartermaster's Departments," has reported the following opinions:

1st. *Opinion in the case of Major T. W. Lendrum.*—"The board having patiently heard all the testimony which the parties interested have to offer, and after having carefully examined the proceedings, and a mass of documentary evidence, is of opinion, that there is not the slightest foundation for the accusations made against Major Lendrum; on the contrary, the board is of opinion that he has, free from all party feeling or political considerations, discharged his duties in the Quartermaster's and Commissary's Departments conscientiously, and with a single eye to the public good. In this opinion the board is cordially united."

2d. *Opinion in the case of Captain S. B. Dusenbery.*—"The board has heard the testimony which the parties interested have to offer, and after a careful revision of the proceedings, is unanimously of opinion, that Captain Dusenbery, as a disbursing officer of the Quartermaster's Department, has been governed by no other considerations than those of the public interest, and that he has honestly and faithfully discharged his duties."

II. The proceedings and opinions in the foregoing cases have been submitted to the President, and are approved.

III. The board of officers, of which Brevet Brigadier General J. E. Wool, Inspector General, is President, is hereby dissolved.

BY ORDER OF ALEXANDER MACOMB,  
Major-General-Commanding-in-Chief:  
L. THOMAS,  
Assistant Adjutant General.

OFFICIAL NAVAL REGISTER, FOR 1840.—A few copies for sale at this office. Ap. 2

## NAVY.

### ORDERS.

June 8—Lieut. S. Johnston, steamer Fulton.

P. Mid. J. S. Neville, leave 3 mo's, having returned from the coast of Africa on sick ticket.

Lieut. J. W. Swift, detached from steamer Fulton and leave 3 mo's.

9—Lieut. J. C. Carter, steamer Fulton.

Mid. R. P. Lovell, naval school, Philadelphia.

10—Lieuts. B. Shepard, and M. Smith, Ordinary, New York.

P. Mid. T. B. Barrett, and J. F. Mercer, steamer Fulton.

Acting Mid. F. Gregory, Rec'g, ship, New York.

11—Purser T. E. Norris, brig Boxer.

P. Mid. W. Ronckendorff, detached from depot of charts.

### Naval Intelligence.

#### U. S. VESSELS OF WAR REPORTED.

Ship Konohassët, with stores for the American squadron, arrived at Callao on the 5th of March from Valparaiso.

EAST INDIA SQUADRON.—Frigate Columbia, Commo. Read, and ship John Adams, Commr. Wyman, sailed from Callao on the 8th of March, for Rio Janeiro and the United States; arrived at Rio on the 10th and sailed thence May 6, for Boston, via the West Indies.

BRAZIL SQUADRON.—Ship Decatur, Commander H. W. Ogden, bearing the broad pendant of Commo. Ridgely, at Rio Janeiro, May 8. Schr. Enterprise was hourly expected at Rio, from Bahia.

Ship Marion, Comm'r. W. J. Belt, at Montevideo, at the last accounts, to sail in a few days for Rio.

PACIFIC SQUADRON.—Frigate Constitution, Capt. D. Turner, bearing the broad pendant of Commo. Claxton, at Talcahuana, March 20, to sail in a few days for Valparaiso.

Ship Falmouth, Capt. McKeever, arrived at New York, on Saturday last from the Pacific, and 37 days from Rio Janeiro. The Falmouth fired a salute on passing the North Carolina, off the Battery, which was returned by that ship.

LIST OF OFFICERS.—Captain I. McKeever; Lieuts. Wm. B. Lyne, L. G. Keith, J. J. Glasson, F. Piper; Surgeon, Wm. Whelan; Assistant Surgeon, C. W. Tait; Purser, Robert Pettit; Midshipmen, S. C. Barney, T. H. Patterson, R. Allison, H. A. Clemson, J. H. Parker, C. Benham, R. H. Getty; Captain's clerk, H. La Reintree; Boatswain, J. Knight; Carpenter, J. Rainbow; Gunner, D. James; Sailmaker, W. Ward; Purser's Steward, E. Franklin.

Passengers—Lieut. F. Buchanan, from the U. S. ship Constitution; Edwin Bartlett, Esq., and lady, of Lima.

### SEMAPHORIC TELEGRAPH.

Just received, and for sale at the office of the Army and Navy Chronicle,

JOHN R. PARKER'S SEMAPHORIC TELEGRAPH SIGNAL BOOK and UNITED STATES TELEGRAPH VOCABULARY, in Three Parts; containing,

The Marine Telegraph and Holyhead systems of conversation, adapted to the use of the Semaphoric Telegraph, embracing 30,000 words, phrases and sentences, numerically arranged for conversation between vessels at sea, as well as communications on shore;

The Marine Telegraph Register, of 2,000 vessels which have adopted the Semaphoric system of communication with the Marine Telegraph flags.

Sets of flags, with a designating number and Signal Book, supplied by,  
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### PERIODICALS.

THOMAS R. HAMPTON, of the 3d Auditor's Office, is Agent for the Knickerbocker, Lady's Book, Lady's Companion, New World, Audubon's Birds of America, American Repertory, Longacre's National Portrait Gallery, Democratic Review, Medico-Chirurgical Review, Boston Medical and Surgical Journal, besides nearly every other Medical, Literary, and Religious periodical extant. Orders addressed to him, post paid, will meet prompt attention. Jan. 30.—tf